April 2017

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CITY OF REDMOND

Downtown Transit Integration Study

FINAL REPORT





REDMOND DOWNTOWN TRANSIT INTEGRATION STUDY

Executive Summary

Transit Strategic Plan Context

Redmond is developing a Transit Strategic Plan (TSP) that will establish Redmond's vision for transit in the future and City collaboration with transit service providers King County Metro and Sound Transit. It will include a transit service element that will describe the City of Redmond's vision for future bus service and a transit capital element that will identify speed and reliability improvements. In addition, it will identify the City's preferred approach for integrating bus and light rail service in Downtown Redmond.

Purpose of this Downtown Transit Integration (TRAIN) Study

This Downtown TRAIN Study recommends how best to integrate light rail transit into Downtown Redmond so that light rail is safely, conveniently and efficiently accessible by transit, pedestrians, and bicyclists, while accommodating vehicle access for pick-up and dropoff. The study includes evaluating potential impacts and opportunities created during station integration planning for the many other land uses and activities that take place in Downtown. It recommends a preliminary preferred station area concept for the Downtown Redmond light rail station. The preferred concept is intended to maximize station access to increase mobility and grow transit ridership while minimizing the station footprint to limit the impacts on other land uses and activities in Downtown.

TRAIN study recommendations will help complete the TSP and will inform Sound Transit's preliminary design phase for the Downtown Redmond Link Extension, which is now underway.

Station Area Concepts

After considering a variety of options, staff developed four light rail station area concepts with the participation of Sound Transit, King County Metro, and Washington State Department of Transportation staff. The four concepts are not exhaustive but represent distinct options, elements of which could be mixed-and-matched when developing a preliminary preferred concept. All of the station area concepts provide excellent bus-rail integration and are located in the Redmond Central Connector (RCC) corridor, as envisioned in prior agreements with Sound Transit. Concept 1 is the baseline concept, which is the concept included in the East Link Record of Decision (ROD) and was an important starting point since the ROD is the formal federal approval of the EIS (Environmental Impact Statment) for East Link. The other three concepts were compared to the baseline concept.

 West At Grade RCC between 161st and Lear West Elevated RCC between 161st and Lear East Elevated RCC between 164th and 166t Fast At Grade RCC between 164th and 166t 	#	Concept Name	Location
 2 West Elevated RCC between 161st and Lear 3 East Elevated RCC between 164th and 166t 4 Fast At Grade RCC between 164th and 166t 	1	West At Grade	RCC between 161st and Leary
3 East Elevated RCC between 164th and 166t 4 East At Grade RCC between 164th and 166t	2	West Elevated	RCC between 161st and Leary
4 Fast At Grade RCC between 164th and 166t	3	East Elevated	RCC between 164th and 166th
1 Dust M Grade ROG between 104th and 100t	4	East At Grade	RCC between 164th and 166th

Table 1: Summary TRAIN study four concepts



Figure 1: Station area concept location map

Preliminary Preferred Station Area Concept

The City of Redmond staff evaluated the concepts using the evaluation criteria listed in chapter 2 related to transit access, land use and urban design, mobility, and safety, and shared the concepts and concept evaluations with the community through a public meeting and a questionnaire.

From a safety standpoint, an elevated alignment reduces potential for conflict between light rail vehicles and pedestrians, bicyclists, and people in vehicles. From a mobility standpoint an elevated alignment adds no new mobility impacts, and increases design flexibility for the RCC. With respect to land use, there is an aesthetic trade-off between corridor-wide fencing in the at-grade concepts and an elevated guideway structure in the elevated concepts Combined with community input indicating 83 percent of respondents preferred an elevated alignment, that led staff to recommend an elevated concept (see Figure 2 and Figure 3 on page 4).

The analysis did not show any significant safety difference between the two station locations. From a mobility standpoint, the east location affected fewer public parking spaces in Downtown, and reduced the length of the impact on the RCC. Regarding transit access, the east location provided opportunity for more convenient bus-rail transfers. Regarding land use and urban design, the east location afforded more close-in transit-oriented development (TOD) opportunities. Together with the questionnaire respondents' preference for the east location, that led staff to recommend the East Elevated concept for Council consideration.

City Council Recommendation

Based on the station area concept evaluation and community input as described above, the City Council recommended that the Downtown Redmond light rail station be located between 164th Ave NE and 166th Ave NE (the east location) and that it be elevated as per Concept 3. The Council emphasized safety, mobility, and a direct and uninterrupted Redmond Central Connector as key reasons for recommending Concept 3. The Council also identified a number of design issues to address, including design of space under the guideway, integration of the station into the urban Downtown Redmond context, complementing nearby development, transit-oriented development opportunities, weather protection, noise impacts, and pick-off/ drop-off.

Executive Summary

Preliminary Preferred Station Area Concept



Figure 2: East elevated bird's-eye view



Figure 3: East elevated concept site plan

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Final Draft



1. Introduction

Study Purpose

This Downtown TRAIN Study evaluates how best to integrate light rail transit into Downtown Redmond so that light rail is safely, conveniently, and efficiently accessible by transit, walking, and biking, while accommodating vehicle access for pick-up and drop-off. The study also evaluated potential impacts and opportunities created during station integration planning for the many other land uses and activities that take place in Downtown. The results of the study include a recommendation for a preliminary preferred station area concept for the Downtown Redmond light rail station.

Study Context

This study fits within the broader context of the Redmond Transit Strategic Plan (TSP), and completes a portion of that plan. The Redmond TSP establishes Redmond's vision for transit in the future and the City of Redmond collaboration with transit service providers King County Metro and Sound Transit. The TSP includes a transit service element that describes the City's vision for future bus service and a transit capital element that identifies speed and reliability improvements. As a result of the TRAIN study, it identifies the City's preferred approach for integrating bus and light rail service in Downtown Redmond, including a preliminary preferred station area concept and routing for future bus service in Downtown.

After this study concludes, Sound Transit will complete additional analysis and design, and make a final decision on the location and vertical profile of the Downtown Redmond light rail station.

Study Participants

- City of Redmond
- Sound Transit (ST)
- King County Metro (Metro)
- Washington State Department of Transportation (WSDOT)
- Community Members
- HDR, Inc

2. Goals, Assumptions, Screening Criteria, and Evaluation Criteria

The HDR consultant team worked with the City, ST, Metro, and WSDOT to conduct a kick-off meeting on August 15, 2016 and a workshop on September 22, 2016 to finalize study goals, assumptions, screening criteria, and evaluation criteria.

Study Goals

The project goals represent desired long-term outcomes related to integrating rail transit into Downtown Redmond. The goals are:

- Maximize station access considering all modes and prioritizing walking, bicycling, and riding transit
- Grow transit ridership
- Integrate the station and access elements to support the vision and urban fabric of Downtown
- Minimize the impacts of light rail within Downtown
- Integrate multiple uses into the station area land

Assumptions



Bus Transit

- The 2040 transit service network in METRO CONNECTS will be in place, with some flexibility in route paths
- Most buses serving Downtown will need to lay over in Downtown Redmond
- The basic operational context for transit will remain primarilly as it is today (e.g., transit vehicles will have human operators), with moderate increases in ride-sharing and automated private vehicular travel



Infrastructure

- The planned street network is fixed
- The Redmond Central Connector (RCC) parking lot is temporary and the land for such may be re-purposed
- The location of major infrastructure elements in the RCC corridor will be according to the RCC Infrastructure Plan

• The Redmond Transit Center parking garage will continue to be available for transit parking and no additional commuter parking will be provided in Downtown



Light Rail

- Sound Transit's ROD may be refined but the alignment will not be significantly altered
- The light rail profile is not fixed
- The light rail station is not fixed



Land Use

- Station concepts will support the vision for development in Downtown
- Future land use types and amount is per the City's 2030 land use forecast

Screening Criteria

The City used screening criteria to narrow the range of potential station area concepts that would be evaluated. For an idea or concept to proceed, it needed to pass the following screening criteria:

- Respects all assumptions and goals (listed on previous page)
- Vehicle flow consistent with urban downtown environment
- Transit transfer time performance exceeds 2030 baseline
- Does not create severe and irreversible utility conflicts

Evaluation Criteria

The City developed a set of evaluation criteria to help distinguish among the four station area concepts that are described in the next section. The City developed the criteria considering the existing conditions of Redmond's Downtown core, the vision for Downtown, critical issues in transit integration, and input from City Councilmembers and agency stakeholders. Each criterion relates to one of four key values as shown below.



Figure 4: Evaluation criteria



3. Station Concepts

After considering a variety of options, including how best to use the existing Redmond Transit Center on NE 83rd St., staff developed four light rail station area concepts with the participation of Sound Transit, King County Metro, and Washington State Department of Transportation staff. The four concepts are not exhaustive, but rather represent distinct options, elements of which could be mixed-and-matched when developing a preliminary preferred concept. All of the station area concepts provide excellent bus-rail integration and are located in the RCC corridor, as envisioned in prior agreements with Sound Transit. All concepts also respect Sound Transit's light rail design standards for end-of-line stations, including station platform and plaza requirements, guideway, tail track or pocket track, ancillary spaces, and traction power substation requirements. Appendix A shows a timeline of concept development and project timeline. Appendix B contains the context maps that City staff and agency stakeholders used to identify potential concepts.

Evaluation Criteria

Concept 1 is the baseline concept, which is the concept included in the East Link Record of Decision (ROD) and was an important starting point since the ROD is the formal federal approval of the EIS for East Link. The other three concepts were compared to the baseline concept.

#	Concept Name	Location
1	West At Grade	RCC between 161st and Leary
2	West Elevated	RCC between 161st and Leary
3	East Elevated	RCC between 164th and 166th
4	East At Grade	RCC between 164th and 166th
T 11 1 0		

 Table 1: Summary TRAIN study four concepts



Figure 5: Station area concept location map

Concept 1 West At-Grade

The West At-Grade station would be located in the RCC corridor between 161st Avenue NE and Leary Way, near Bear Creek Parkway, one block south of the Downtown Park and just north of the Heron Rookery. The bus facility would be located adjacent to the light rail station plaza on a transit-only extension of NE 76th St. On-street bus layover would be provided nearby on Bear Creek Parkway. Since the light rail station would be at grade, there would be fencing along the length of the guideway for safety. This means pedestrians would access the train at the openings located at the ends of the platform, with entrances on 161st and Leary Way NE.



Figure 6: West at grade concept bird's-eye view





Figure 7: West at grade concept site plan





Figure 8: West at grade concept perspective, looking from north corner of NE 76th Street and Leary Way



Figure 9: West at grade concept perspective, looking from south corner of NE 76th Street and Leary Way



SOUND TRANSIT



The West Elevated station shares the same location as the West At-Grade station. The bus facilities would operate the same way as with the at-grade profile. Since the guideway would be elevated, pedestrians would have a more-direct connection between the bus facility and the station platform.



Figure 11: West elevated concept bird's-eye view







Figure 13: West elevated concept perspective, looking from south corner of NE 76th Street and Bear Creek Parkway

Figure 14: West elevated concept perspective, looking from south corner of NE 76th Street and Leary Way





The East Elevated station would be located three blocks to the east, between 164th Avenue NE and 166th Avenue NE. Cleveland Street is immediately to the north of the station plaza area. Bus facilities would be provided on-street along NE 76th Street, 164th Avenue NE, and Cleveland Street. On-street bus layover would be provided to the east of the station along NE 76th Street. Pedestrians would have direct access from the bus stops to the station plaza.







Figure 17: East elevated concept site plan





Figure 18: East elevated concept perspective, looking from south corner of NE 76th Street and 166th Avenue NE



Figure 19: East elevated concept perspective, looking from south corner of Cleveland Street



Figure 20: East elevated concept perspective, looking from space under elevated guideway



The East At-Grade station shares the same location as the East Elevated station. The bus facilities would operate the same way as with the elevated profile. Because the guideway would be at grade, there would be fencing along the track for safety, just as in the West At-Grade station option. Pedestrians would walk to the ends of the station plaza to access the train, with entrances located at 164th Avenue NE and 166th Avenue NE.



Figure 21: East at grade concept bird's-eye view





Figure 22: East at grade concept site plan





Figure 23: East at grade concept perspective, looking from south corner of NE 76th Street and 166th Avenue NE



Figure 24: East at grade concept perspective, looking from south corner of Cleveland Street



Figure 25: East at grade concept perspective, looking from station platform

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4. Evaluation of Station Concepts

The baseline Concept 1 and Concepts 2 through 4 offer alternatives in location (east and west) and in profile (at grade or elevated). City staff evaluated the location and profile options using the criteria shown in Chapter 2. Some criteria were more helpful in assessing location; some were more helpful in assessing profile; some were helpful in assessing both. Key results are described below. Full results can be found in Appendix C.

Location-Related Key Criteria

• Value: Transit Access

1) Walkshed, bikeshed, and transit shed (the ability to go where you need to go)

The analysis considered how far a person could travel using transit and walking or biking in 15, 30 and 60 minutes. The results were similar for both station locations.

2) Station access

The east station location provides more direct bus access to the station because buses are able to access both sides of the station, meaning that boarding doors can be adjacent to the station instead of having to cross a street or bus lane. One exception is for passengers who would be using north-south bus service on 164th Ave NE.



Figure 26: Comparion of transit access at west and east stations

• Value: Land Use and Urban Design

1) Station footprint

The station concepts at the west location (concepts 1 and 2) and east location (concepts 3 and 4) had roughly the same station footprint.

West station footprint: 3.1 acres





Equals 2.3 Football Fields

East station footprint: 3.2 acres





2) TOD opportunities

There are comparatively few opportunities to catalyze transit-oriented development with the station at the west location, due to its location between the Heron Rookery on the south and the recently-redeveloped Cleveland Street corridor on the north. There is more scope for catalyzing redevelopment in the area immediately surrounding the east location. See TOD potential graphic on next page.



3) Parking impacts

The east station location impacts fewer public parking places than the west location primarily because the east location does not impact the RCC lot located northeast of Bear Creek Parkway.

• Value: Mobility

1) RCC impacts

The east location concepts impact three fewer blocks of the Redmond Central Connector than the west location concepts – between 161st Ave NE and 164th Ave NE.



Figure 29: RCC Impacts

Profile-Related Key Criteria

• Value: Safety

1) Conflict potential

Elevated guideways reduce potential conflicts between light rail vehicles and pedestrians, bicyclists, and drivers. When the mixing of travel modes is minimized, conflict potential is minimized.



Figure 30: elevated transit separates light rail from pedestrains, bicyclists and drivers. future Noble Park station in Melbourne, Australia

2) Noise

There are a variety of sounds associated with light rail. Most sounds are to keep people safe and informed. The table below indicates what sounds are present in at-grade and elevated guideway conditions. This study did not include a noise analysis.

	At Grade	Elevated
Train bells entering station	\checkmark	\checkmark
Station announcements	\checkmark	\checkmark
Train vehicle noise	\checkmark	\checkmark
Bus and other ambient noise	\checkmark	\checkmark
Automatic bells at street crossings	\checkmark	
Potential train horn at street crossings	\checkmark	

Table 2: Comparion of noise types in at grade vs. elevated stations

• Value: Land Use and Urban Design

1) Station area experience/aesthetic trade-off

In the at-grade condition there would be corridor-length fencing on both sides of the light rail guideway to keep people safe. The fences would be about 8 feet high, except at the stations where they would be about 4 feet high. On the north side of the tracks the fence would be adjacent to the RCC.



Figure 31: Fencing on both sides of the at-grade guideway

In the elevated condition there is no need for corridor-length fences. That means the space underneath the elevated guideway can be used for other purposes, and that people can move more freely across the rail corridor. The trade-off is that elevating the train requires a structure to support the tracks and train.



Figure 32: People can move more freely across elevated guideway. Elevated station at Angle Lake station in SeaTac, WA

• Value: Mobility

1) Traffic impacts, bicycle and pedestrain mobility, and the RCC experience

When light rail is elevated, there are no traffic impacts resulting from light rail operations because light rail is vertically separated from streets, sidewalks and trails. Because of the vertical separation, elevated rail provides additional design flexibility for the RCC. For both at-grade and elevated rail the RCC and light rail will share a corridor, but use of the space is more flexible in the elevated condition. This study does not include a detailed traffic analysis; Sound Transit will conduct a traffic analysis as part of the design process.



5. Community Input

The goals for public input for this study were to: 1) understand how the community prioritizes transit access, land use/urban design, mobility, and safety when developing a preliminary preferred station area concept; and 2) increase awareness that light rail service to Downtown is targeted to begin in 2024.

City staff engaged the community to help inform a preliminary preferred station area concept by:

1. **Hosting a public meeting**. The City shared station area concepts, and evaluation results, and gained input on priorities to help inform development of the preliminary preferred station area concept. About 65 community members attended the public meeting held on January 26, 2017. The meeting consisted of a staff and consultant presentation to explain the station area concepts and evaluation, and an open house to view materials and ask questions of City staff and consultants.

2. **Providing an online questionnaire.** Materials at the public meeting were also available as part of an online questionnaire. The purpose of the online questionnaire was to gain input on priorities from those who were not able to attend the public meeting. About 350 people completed the online questionnaire, for a total of 400 questionnaire responses overall.

3. **Meetings with property owners.** City staff met with property owners or managers near the two potential station locations to share information about the concepts and the evaluation results, and to answer questions and obtain input.

The City used the public input received from the outreach process to help inform the selection of a preliminary preferred station area concept.

Questionnaire Results

Questionnaire respondents strongly preferred the east location and an elevated alignment. Their top reasons for those preferences were mobility and safety.

Elevated A Grade
Elevated A Grade
East or West?
East or West?

Elevated or At Grade?

Which concept do you prefer overall?



What made your preferred concept your top choice?



The questionnaire also provided opportunities for open-ended responses. The top ten topics raised in the open-ended responses were:

- 1. Mobility in Downtown (all modes)
- 2. Safety at/near station
- 3. Transit access bus and rail
- 4. Station design and amenities
- 5. Transit parking near station
- 6. RCC impacts
- 7. Urban design of station and guideway
- 8. Retaining green space in Downtown
- 9. Impacts to residents (primarily along Cleveland)
- 10. Noise impacts

Complete questionnaire results can be found in Appendix D



6. Preliminary Preferred Station Area Concept

Developing a Recommendation

City staff used the station area concept evaluation and community input to develop a draft preliminary preferred station area concept for City Council consideration. Staff approached this by asking two questions: should the station be at grade, or elevated? should the station be located at the east, or the west, site?

Preferred Profile: Elevated

From a safety standpoint, an elevated alignment reduces potential for conflict between light rail vehicles and pedestrians, bicyclists, and people in vehicles. From a mobility standpoint an elevated alignment adds no new mobility impacts, and increases design flexibility for the RCC. Safety and mobility were the top two values among those who completed a questionnaire, and 83 precent of respondents preferred an elevated alignment. This leads city staff to recommend an elevated concept.

Preferred Location: East

The analysis did not show any significant safety difference between the east and west station locations. From a mobility standpoint, the east location affected fewer public parking spaces in Downtown, and reduced the length of the impact on the RCC. Regarding transit access, the east location provided opportunities for more-convenient bus-rail transfers. Regarding land use and urban design, the east location afforded more close-in transit-oriented development opportunities. Together with the questionnaire respondents' preference for the east location, this leads city staff to recommend the East Elevated concept for Council consideration.



Figure 33: Recommended station concept: east location, elevated profile - east elevated bird's eye view



Figure 34: East elevated station concept site plan

City Council Recommendation

Based on the station area concept evaluation and community input as described above, the City Council recommends that the Downtown Redmond light rail station be located between 164th Avenue NE and 166th Ave NE (the east location) and that it be elevated - Concept 3. The staff's evaluation and community input confirmed that there were a number of design and operational issues that would be important to further develop during the design process including, but not limited to, design of the RCC and elevated guideway structure, bus transit operations, light rail vehicle storage, station amenities, utility conflicts, and the design of NE 76th St. and Cleveland St.

At the City Council's February 28, 2017 study session, the Council emphasized safety, mobility, and a direct and uninterrupted RCC as key reasons for recommending Concept 3. The Council also identified a number of design issues to address, including design of space under the guideway, integration of the station into the urban Downtown Redmond context, complementing nearby development, transit-oriented development opportunities, weather protection, noise impacts, and pick-off/ drop-off.

Next Steps

The City Council recommends Concept 3 to Sound Transit for evaluation as part of the concept refinement phase of the project, during which Sound Transit considers refinements to the ROD. At the end of concept refinement, expected in June 2017, the Sound Transit Board is expected to update the preferred alternative including alignment, station location and profile, for the Downtown Redmond Link Extension. The Board's action would set the stage for continued design of the stations and light rail guideway.

Appendices List

Appendix A: Concept Development and Project Timelines

Appendix B: Context Maps

Appendix C: Concept Evaluation Results

Appendix D: Questionnaire Results

Appendix E: Future Bus Transit Routing for Downtown Redmond

Appendix A: Concept Development and Project Timelines

Project Timeline

Key Meetings	Project Milestones
August, 201	6
 Project kick-off (Redmond and HDR) Developed project goals, assumptions, screening criteria, and performance measures September, 2016 Stakeholder kick-off (Redmond, Sound Transit, Metro, WSDOT, HDR) Developed the context maps Refined goals, assumptions, screening criteria, and evaluation criteria 	 Context Maps The project team studied the existing conditions and future plan in Downtown Redmond including proposed station area. Design Standards from Sound Transit The team gathered design standards from Sound Transit
October, 201	16
 Concept development began Meetings with King County Metro to discuss bus-rail integration Meetings with Sound Transit to discuss station de- sign requirements Concept Development Workshop (Redmond, ST, Metro, WSDOT, HDR) Concept refinement based on workshop outcomes November, 2016 Finalized evaluation criteria Meetings with King County Metro to refine the bus- rail integration concepts Began developing site plans and 3D model 	 Initial Concept Development Station location (east or west) and profile (elevated or at grade) of the guideway and platform were two key factors in initial concept developmen Developing Concepts Concept 1: West At-Grade Concept 2: West Elevated
December, 2016	Concept 3: East Elevated Concept 4: East At-Grade
 Developed the concept evaluation matrix Continued work on site plans and 3D model Meeting with stakeholders to discuss evaluation results (Redmond, ST, Metro, WSDOT, HDR) 	
January, 201	17
 Shared light rail station area concepts and obtain input on community priorities for Downtown bus and rail planning Online questionnaire created for the same purpose 	• Public Meeting and Questionnaire Identified the most important values and the concept that best achieves those values
al Draft	

Appendix B: Context Maps

The project team used a Downtown context map and regional context map to understand existing conditions and the future vision when developing potential station concepts. See Figure 34, Redmond Downtown station area context map and Figure 35, Regional context map.

The Downtown context map includes vehicle traffic circulation, bus services conditions, non-motorized traffic (bike/pedestrian) conditions, accessibility for all modes, current land use and future land use assumptions, as well as proposed capital projects in the vicinity of the new transit station. All analysis was based on assumptions identified by City and using the 2030 baseline as identified in the Sound Transit Final EIS.



Figure 35: Redmond Downtwon station area context map

The regional context map includes the Sound Transit East Link extension from the Southeast Redmond station to the Downtown Redmond station, the Redmond Transit Center on NE 83rd St., parking facilities, vehicle traffic circulation, and bus service conditions. All analysis was conducted based on assumptions identified by the City and using the 2030 baseline as identified in the Sound Transit Final EIS.







- Proposed Light Rail Link Alignment (At-grade)
- Proposed Light Rail Link Alignment (Elevated)



- Sammamish River
- Marymoor/ SE Redmond Station Area Conceptual Street Network

Figure 36: Regional context map

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Appendix C: Concept Evaluation Results

Location-Related Evaluation Results



Profile-Related Evaluation Results



Appendix D: Questionnaire Results

The City hosted a TRAIN study public meeting on January 26, 2017 in order to understand how the community prioritizes transit access, land use/urban design, mobility, and safety to aid in developing a preliminary preferred Downtown station area concept. About 65 community members attended the public meeting and 51 completed questionnaires that evening. An additional 349 community members completed an online questionnaire that was available through February 5, 2017, and a small number of community members provided input via email.

Question	Response Summary
Which station area concept do you prefer overall?	Concept 3: East Elevated: 222 (54%) Concept 2: West Elevated: 117 (29%) Concept 4: East At Grade: 41 (10%) Concept 1: West At Grade: 28 (7%)
What about it made it your first choice? Select all that apply.	Mobility: 322 (32%) Safety: 274 (27%) Transit access: 209 (21%) Land use and urban design: 200 (20%)
What is your #1 priority?	Mobility: 126 (33%) Safety: 118 (30%) Transit access: 72 (19%) Land use and urban design: 71 (18%) Respondents ranked the priorities #1-#4 as shown above
Why are you interested in this topic? Select all that apply.	I travel using a mode other than transit to/from/through Downtown: 224 (25%) I take transit to/from/through Downtown: 185 (20%) I live elsewhere in Redmond: 161 (18%) I work elsewhere in Redmond: 121 (13%) I live in Downtown: 114 (13%) I own property in Downtown: 65 (7%) I work in Downtown: 35 (4%) I own a business in Downtown: 1 (<1%)
Top ten topics raised in open-ended responses	 Mobility in Downtown (all modes) Safety at/near the station Transit access – bus and rail Station design and amenities Transit parking near station Redmond Central Connector impacts Urban design of station and guideway Retaining green space in Downtown Impacts to residents (primarily along Cleveland) Noise impacts

Appendix E: Future Bus Transit Routing for Downtown Redmond



Bus Transit Network Key

Route #	Туре	Description
1026	Rapid	Kirkland to Southeast Redmond
1511	Frequent	Avondale to Downtown Redmond
1999	Frequent	Eastgate to Downtown Redmond
2203	Express	Duvall to Downtown Redmond
2205	Express	North Bend to Southeast Redmond
2206	Express	Mercer Island to Southeast Redmond
2518	Express	Edmonds to Downtown Redmond
3090	Local	Woodinville to Sammamish
3091	Local	English Hill to Overlake
3114	Local	Kenmore to Southeast Redmond
3225	Local	Issaquah to Downtown Redmond
3994	Local	Carnation to Downtown Redmond
ST 542	Frequent	University District to Southeast Redmond

Route numbers correspond to routes in METRO CONNECTS 2040 service network



